Planning, Policy & Society

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بسم الله الرحمن الرحيم

"وما توفيقي إلا بالله عليه توكلت وإليه أنيب"

صدق الله العظيم

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PLANNING, POLICY And SOCIETY

The management of logistics-a concept which treats transport as part of a wider system for distributing freight from supplier to consumer. Operators should be aware of the interrelationships between transport and the other elements which may include warehousing inventory management order processing packaging and materials handling. As with transport and tourism operators should be aware of the social and environmental implications of freight distribution.

Logistics continues to play a vital role in the retailer's business strategy for growth and the Distribution Director is closely involved in many decisions . When new supermarkets and superstores are proposed the distribution system to supply them with goods must be carefully planned in relation to the network of company owned and contractors' warehouses and transport . The road access site layout and unloading facilities of a new retail outlet must be designed to accommodate the delivery vehicles and allow quick and easy turn-round. Similarly, the promotion of a new product or special offer must be planned and co-ordinated with regard to the logistics support to get the goods to the stores.

Commercial decisions concerning logistics operations are made with a view to reducing costs and/or increasing revenue. Developments in logistics may bring additional benefits to customers and to the economy . In a competitive market more efficient distribution will help bring down prices charged for the end product And the quality and availability of goods will also improve. Nevertheless there may be adverse effects on society and on the physical environment. Again distribution operators have a high profile and need to be aware of the effects of their actions on public relations .

Planning , Policy & Society

Introduction :

•Operators should be aware of the social and environmental implicaton of freight distribution .

* Distribution Directors is closely involved in many decisions :

(a) distribution system planning in relation to the network of company .

(b) Warehouses and transport .

(c) The road access .

(d) Site layout and unloading facilities of a new retail outlel .

(e) The promotion of a new product , or special offer must be planned and co - ordinated .

(planning - policy - society)

•Development in logistics may bring additional benfits to customers and to economy .

- bring down prices charged .
- improvement of the quality and availability of goods .
- Adverse effects on society and on the physical enviroment .

•Logistics operators and their effects on puplic relations .

Influence

-Opinion formers , the media , and decision - makers in government at local , national and even international level .

- Logistics provide yet another example of system thinking
- The challenge of satisfying the pattern of customer demand in an environmentally - acceptable fashion adds a further dimension to logistics managment in the 2000s .



What is Planning ?

Planning Definitions :

Plan :

A drawing - a diagram - a large scale detailed map of a town or districts table indicating times, places , . . . of intended proceedings , a scheme of arrangements ; a project , a design , a way of proceeding

source : (Oxford Dict .)

- to plan : to design , scheme arrange beforehand (procedure)
- " chadwick " : Planning a process of human forethought a looking ahead and action , based upon that forethought .

(Braton and Nickalson 60's)



What is planning?

- It is establishing policies, concepts and basic definitions through graphics and plans for all transport means . Such planning should beacceuaband flaxible at the same time . This accauracy will help to achieve the right timing of the scheduled cervice charts .

As for the flexibility it helps to face the emergencies either by reserved transport units used in these conditions by specifying the size and type of this unit .

This is done, according to the market potentials, expected predichions and previous experiences of the market changes, or by using potentials directed to services canceled .

The difference between the general activities of planning and the policies used in such planning there is a groub of activities and procedures previous to planning such as :

1- collecting information
2- data analysis .
3- studying the infrastruchere.
4- studying the political , inviromental and physical conditions .
5- establishing the primary plan for the city .

To achieve these activities and procedures (planning), the enviormental planning of the city should be taken into consideretion

This planning is the relation ship between the inhabitants, the places of work, the schools , the chops and intertainment places ....extra .

This lead us to consentrate one transportation which let us as well to general plan which means physical planning that expresses general policies .

There is a Fundamental distinction

between

General activity of planning or policy - making and physical Planning

•Realities of the World. interelationship, social, economic and physical

physical change → change city, town, region.

* There is a relation between :

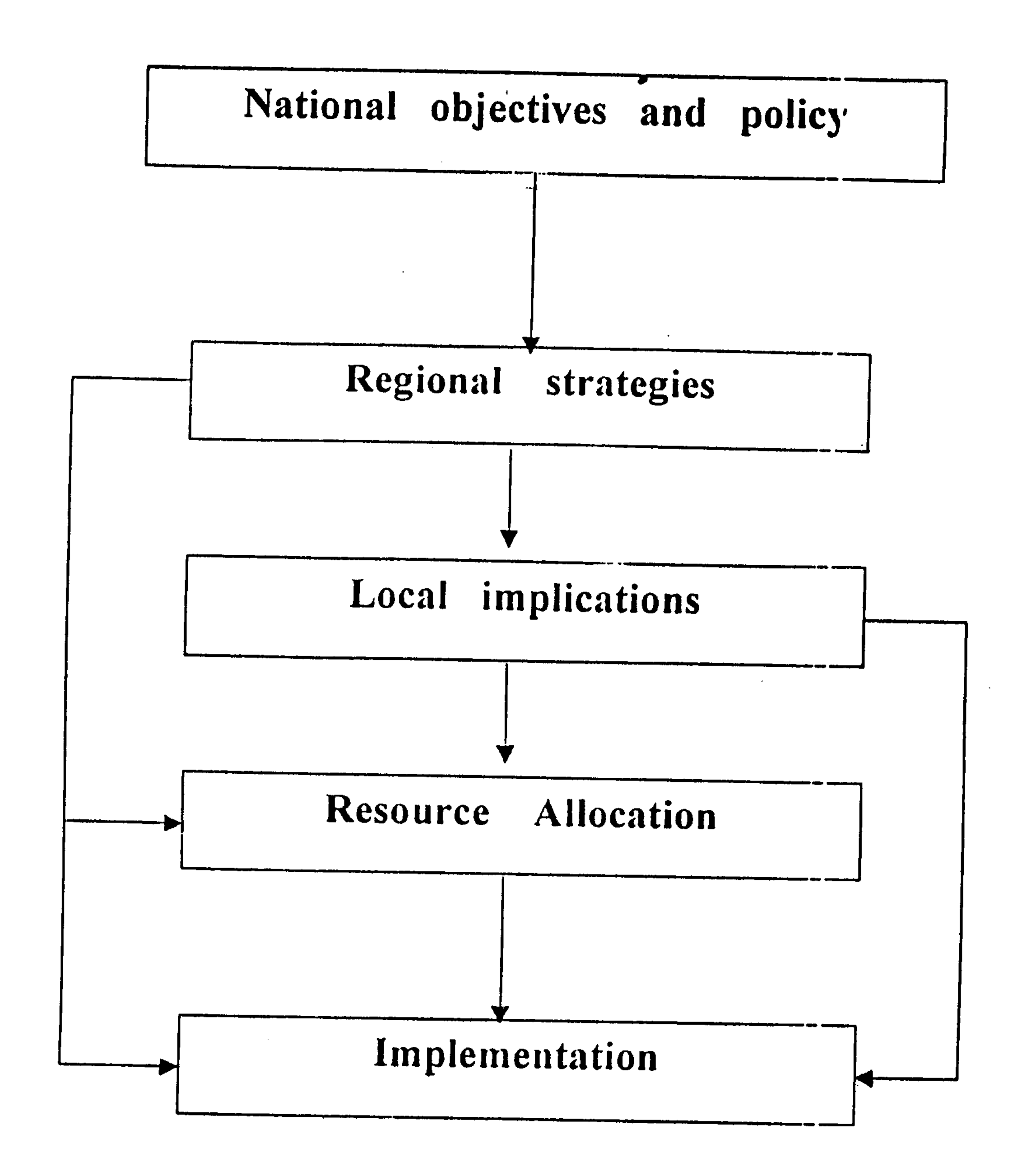
Residence, workplace, school, shopping, leisure.



Focus → Transport

SO : general plan ⟶ physical plans in turn express general Policies.

" see the diagram "



Source : Broton and Nickelson

Town Planning

- It represents the overall changes of places inside the sity already been difined and also represents the management of such change (ex,bus terminal in somoha) .

- this problems are so complex and complecated and there are many items should take into considration such as (personal opinions, gobernments, planners and policies) .

This problem should be solved by coordinating between these many itmes

This can be done by planning process through 3 basic items .

1- Poitically .

2- Professionally .

3- Establishing the principles which coop with these planning .

Town Planning

Express ⟶ managment of change

* Planning Problems are complex " wicked "

some other key issues :

Consensus and conflict .

Conflicting underlying principles :

- Judicial principle concerned with rights of individuals

Professional planners , who are interested in technicality .

And also rationality .

* In addition there is a political prospective reflects public opinion / partly live and adaptive

Planning Process :

3 main aspects

- political
- Professional
- Judicial

Planning :-

It can be identified as the way or the style of collecting and studying all the possible available resources in aregion or a country or any other location consequently.starting from the company or even the city or the foundations or the village or the region or the country and determining how to use these resources and the possibilities to achieve certain goals during certain period of time .

By this definition ,planning is connected with all the sciences studying the natural and human resources to know the possibility of using it to achieve the maximum value of reduction and civilization .

Upon this ,planning procedure operation has 3 stages :

I- Determining the achieved goals .

II- Determinig the available resources' style .

III- Exact time .

- Planning achieves one of the following goals :

I - Improving the production and services (qualitatively and quantitavely).

II- Increasing the country's self sufficiency from its basic needs whether it was production or services.

III- Attempts to find a sort of balance between the amount and kind of production and the services' level from one side and between the volume of consumption and the increased popularity with increasing the living's degree from another side .

IV- To insure the distribution of different developing plans including any developing plans to many places of the country or different producing sectors due to certain circumstances and abilities and needs of every place or sector to avoid the inequal development of any of those places or producing sectors and what results of various aspects of backwardness which leads to many problems .

Types of Planning :-

We have three types of planning

I- Economic planning :-

Include all the economic activities concerned with agricultural production ,industrial production ,mineral production and commercial activity and all the factors affecting all these activities .

It includes :

1- Agricultural PLanning :-

Include certain targets

i)Horizontal growth ,i.e increase the cultivated surface area and this needs increase in water network and drainage and reclamation of lands ,and using agricultural machines .

This horizontal growth is determined according to the available resources and possibilities .

*This increase may be achieved on :-

1-Desert Land eg. -Egypt (Marriott-El Nobareya-El wady el gedeed)

-Russia (Russian Turkstan).

-Mexico

-Saudia Arabia

2-Lake or swamps eg.: -Egypt (Abis -Edco)

-Italy (Type Nile)

3-Forests eg.- in European countries

4-Lands near Sea example Holland and South Korea .

ii) Vertical growth ,ie,increasing agricultural land productivity &this needs :

1) The utilization of higher producctivity seeds and fertilizers .

2) Resist the climate conditions which limits the productivity of agricultural lands .

3) Focusing on improvings the Farmer's productivity, quality and developing the technical experience .

2) Mineral planning

- Goes to using the mineral resources found in region or country with organizng and development of mineral sector.
- Also ,it should be put in its right position with integration with other production sectors to increase the national income without the denomination of the mineral sector over the other production sectors ; eg. the oil discovery and only concern to gain money from this economic sector . This leads people to leave their traditional jobs and their conversion sto the petroleum sector which is more profitable and by the way this caused the depression of other production sectors as farming in Libya ,cultivation ,date's production (in S.A) and fishing in many Gulf countries .

*New economic sector in these countries goes to using part of oil's revenue in improving the other production sectors which lead to industrial and agricultural development in S.A ,fishing in Emirates and industry in Kuwait.

3) Industrial Planning

- It's purpose is to improve the indrustrial sector and this in the countries who have a real industrial activity.
- It also aims at establishing national industries which almost depends on the national materials whatever its nature was and this is in the countries that has no big role in industrial field .
- Whatever the industrial planning's level was (which depends on the possibilities and resources of region or the country).
- It aims to improve the population living level because :

1) The industrial income is very high if it is compared to the other incomes especially the agriculture income .
2) Increase the chances available to large number of people to find work .To offer the national industrial products locally .
3) The availability of indusrial products nationally .

** Industrial planning is much more complicated than agricultural and mineral planning because the agricultural and miineral activity is much more related to the natural and environmental conditions i.e ,agriculture and minerals are found where certain natural circumstances are available but industry is less related with those natural conditions as it is closely reelated to other human and economic conditions (Japan).

** To establish industry in certain plce ,the people who plan for this industry should put some categories in consideration .

1-The source of the kinetic force, the materials sources and maket location .

2- The source of Labor.

3- The economic consideration that is related to the production cost specially transportation .

4- The source of capital supply and the value of the final production and the profits.

5- The private social of the workers and their families with the availabilities of the different services for them .

4)Commercial Planning

-It needs study for the (configuration)or commodities mixture configuraion to the exports and imports and also study the geographical distribution to each of them ,this aims at making up a plan which improve the national exports volume and decrease the amount of importing as possible as it could be and this is related to the industrial and agricultural improvement which increases countries revenue from foreign exchange &this is beside having commercial relations with various countries which minimizi risks and prevent many problems especially Monoply fore strategic products .

This makes the country guarantee obtaining in its various various needs with acceptable prices and conditions without being under any undesirable pressure and this is done through making alot of contracts and commercial deals with different world's countrues .

5)Tourism Planning

- It focuses on investing the tourism possiblities and resources to have several sources to increasing the national net income and develop the economic sector .
- The several sources used in the tourism's field are :

1) Mountains and hills covered with snow have a wonderful natural view &this is can be used for some sports as skatting ,climbing hills &hunting .
2) Natural wood and forests.
3) Fungal animal resources .
4) Beaches &Sea sport (eg:Diving &Fishing).
5) Hunting tourism .
6) Holly places tourism.

II- City PLanning :-

It might rural or urban planning ,generally it concerns with choosing the perfect positions for the city places in different regions with certain distribution concerning the volume ,number which finally makes people obtain all their needs &services easily &without any troubles .

III-Population PLanning

It depends upon the evaluation of number of people in certain years in the future .This evaluation is done depending on the peoples number in certain previous years which leads kinowing the growth ratio &the future population which aids in planning for different population 's needs &deals with the factors affecting the population's growth for now and the future.

Lecture 3

City planning

When we plan to the old city: the inland by plan is how can we change the location (ex, change the super jit from ramel station to smoha) but the problem of planning is complex and there are many factors we must consideration when we are plan to the cities

- **Relation society reaction from this plan**
- **Find sub sintal solving**
- **Cavities legal people**
- **Professional planning men realize this planning process**
- **Planning process in the city realize through there factors**
- **Political factors**
- **Professionalism**
- **A deputation the legal principal**
- **Transportation planning**
- **This process is accompaniment to planning city and parallel with it**

Standard level

The transpiration help people to arrive to their work and transportation result to work the services quality (medical Services) in the general the transportation affected on people
The relation between the planning and transport is inter relation sub scriber
The planning affected o transportation and the transportation affected on the planning
Inter related the transpiration & society

A- *industry*

(EX)- 6TH October - 10th Ramadan – aoria location in Alex ----- etc all these examples explain how the transport and society are interrelate from industry side. Good transpiration help all industries in this location and transportation help to transport input and output between different location.

B- *the services*

Services like banks, hospitals and schools these services require existence good transportation

The decision of transportation is political decision not individualism because these decision need to higher economics because the transportation is a public service

-There are relationship between use the lands and the transportation So the transportation is one of the important elements in communication

The service location is depend on crowded in population (like Alex most services in raml station because raml station near from different transpiration services)

Any development in how can we arrive in industry or services affect on social

Planning for transport

There are a number of problems, which effect on the demand of transport, children, and employment

- If we want to plan for transport we must to study every demand from every body

Population study, social economic & transport

The effects under consideration when we planning for transport

1- demand on transport
2- situation , there job , there houses
3- the nature of transport system
4- population studies , social economic for people
5- the number of people
6- the age analyses and kinds
7- structure of the houses

-International economic: *increase of exports and reduce of imports*

-Number of people in the same house: *increase in the number of people in the different ages*

- Luxury maximization: *it is not available when the services and staples reduced*

_ Government organization: *every government activities available in one place than it must transport to new places*

- ***political organization :*** ***all decision must be in the political organize***
- ***reduce in the transport in the city :*** ***this decision must be in the new city***

Situation

Personal transport: like walking
Reduce the number of cars than reduce of pollution and easy traffic

Economic transport

Inside transport

Design the cost of time and money

Lecture 4

Principal planning for transport

Classical planning for transport
1- reduce the traffic problem
2- to guide the capital investment to improve in the new fields
3- improve the operation cases to faces the bade future when case arrives to the absolute point for increasing
-Transport tries to correct appearing difficult in the present and in the future too
- The aim of transport is connected by the new situation, improve and operates the lands in the long run

Circulating planning

The goal of circulating planing is to plane for the circle roads like Cairo circle road

Principal function of circulating planning

The traffic problems and the solve in the short run, long run
In the long run the circulating planning effects in the marketing

The basic propose to planning

1- balance model to transport
2- demand on the transport is get back directly to distribution

Another propose

1- every avenues is superimposed in the inner transport and when we want to improve in any of them another avenues effected
2- system of transport is not only attenuates to districts but also effect in the improvement of this areas
3- the big area is the principal in the transport
4-studies of transport is a part of macro planning in the city
5- the medicament of operation planning is continue in the future

Transportation

It considered being one of the main human aspects in the field of regional planning. Transportation is playing an important role in the development of the different regions, where it connects between the different services and its users. Also transportation helps in reducing the products prices through reducing the production cost.

Transport has an impact on the distribution of the products also determine the range of the market expansion. So transport considered being one of the main factors which determine the production regions specially those contribute to the industrial projects. These industrial make regional planning concern with developments through the expansion of transport nets and its distribution with lower cost.

Supporting transport sector is one of the main principals which the regional planning depend on whatever the kind of the project or its nature.

The planners in transport sector are trying to determine the transport costs to show the range of the feasibility study to both transports roads and the project itself. To achieve this planner's study two main aspects named as follows:

A) Transport means.

B) Characteristics of the load transported.

A) Transport means.

To understand the characteristics and the importance of this factor we have to study the following aspects:

1)The kind.

There are different types of transport means which all participate in playing the same role for carrying people, cargo and different services but each of these means has its own characteristics whish determine the best kinds of cargo and services can be transported.

2)The density.

It is noticeable that the most world's density by transport are the most important countries from the economic point of view, especially in the industrial and mining fields.

B) Characteristics of the load transported

To understand the nature of this factor and its role in the transport field, its economic and its role in the development we have to study the following characteristics:

1)The kind :

The kind of the load transported determine its transport cost, therefore the raw material transport

differ totally from the finished products transport this is because the latter needs especial care during the loading and discharging operation.

2)The nature:

The nature of the load determines its transport cost so we can find liquid products, chemical products and fragile cargo are expensive to transport them.

3)The volume :

There is a direct relation between the cargo volume and its transport cost the amounts that reserve a huge volume and difficult to carry, loading and discharging are far expensive and vice versa. This fact applies on the air transport, which take in consideration both the volume and weight of the cargo to determine its transportation cost.

4)Service Repetition :

As long as the services presented by the mean of transport become repeatable, this require a huge number of transportation units either for carrying cargo or passengers.

5)The distance :

The nature of the distance made by transport mean depends on the nature of the environment media especially road surface and climate, which determine the roads of transportation during the

year. Example: a dessert road may stop for a period of time because of sand storms and flooding or a water way may be blocked with ice during winter caused by low temperature, e.g. saint Lawrence river in north America whose water become frozen and blocked which lead to transfer into the road transport.

The relation between distance and mean of transport:

Means of transport varies in elasticity and costs for different distances, which differ in its economy and its feasibility for the projects in the development plan.

Direction:

The direction of transport means represent a very important factor in reduction of transport cost. For more illustration the operation of the mean in both direction with enough load will reduce the total cost.

Competition:

The competition has an important role in determining the transport costs; so if there are more than one mode and mean of transport the transport prices will be reduced to attract a large number of customers.

It is clear after this study of transport factor that regional planning can achieve its economical and social goals if it take in

consideration the expansion of transportation nets and support it. This with the fully utilization of reduction in transport cost from – to the development projects locations through choosing the best locations which have competition and different means of transport. Therefore choosing the suitable mean of transport for both the product and the distance is very important factor. Generally we can say that regional planning can not succeed without means and modes help in acceleration of implementing the project with suitable costs and good link between the development projects and who get use of them.



- *Source :* (Bruton (1985, 3 Edn) introduction to transportation planning).

* **Transport is essential to funcitoning of any society :**

- *Influences :* Location & range & producitve & leisure activities .
- *Affects :* Location Of residence .
- *Influence :* Range and provision of goods and services .
- Inevitably, infbuences .
- Quality of life .
- Relationship obvious, but not direct cause - effect .

BASIC TRANSPORT PLANNING

Traditional role of transport planning :

1- Reduce obvious traffic problems,congestion delay; accidents.

2- Guide capital investment for improvement / new facilities .

3- improve operating conditions of worst future over load points .

So Tried to correct visible and foresseable difficulties .

- Therfore attractive politically (politicions, and public, except those directly affected) .

More recently, is a significat realization :

- Transport can shape city by influencing ACCESSI BILITY of LOCATIONS-land-use not just input to estimates of future travel need .

But ...

⇨ Long-term influence of changed accessibility, througth transport proposals, can shape & change urbon structure .

⇨ Development of " new " transport planning approach .

CYCLICAL APPROACH

Dual function essential :

- Traffic functional problems .
- Short / Mid term / integral
- Long term influence on shopping and changing urbon stncture also integral .

TRANSPORT PLANNING BASICS

Fundamental assumptions :

1- Tongible, stable, predictable travèl patterns .

2- Movement demands direltly related to distribution, intensity, of land use .

Further assumptions :

3- All modes inter - related .

4- Transportation system seraes area, but also influences its development .

5- Conarbation ⇨Regional approach .

6- Transportation study integral port of over all planning .

7- Planning process continuous, constant updating, validating, Amendement essential.

- ***Team work essential :*** engineer / transportant / planner / economist .

TRANSPORT PLANNING

Basic Frame work :

1- Survey & Analysis :

- Establish present travel demand, and how now met .
- Establish relationship between demand and urbon environment .

2- Prediction and plan formulation :

- Project likely future demand formulate .
- Proposals to meet demand .

3- Evaluation :

- Attempt to asses whether proposals satisfy projected demand with adequate safety, capacity and levels of service .
- A provision of maximum benefit to community at minmum costs .

Full process :

1- Explicit formulation of goods and objectives .

2- Collection of current land-use, population , economic, data .

3- Establish quantifiable relations between present movement and land use, popultion and Economic factors.

4- Predict land-use, population, economic factors.

5- Predict origins, distinations and distribution of future travel demand .

6- Predict movements likely by different modes of travel (Modal split).

7- Develop alternative high way and pulic transport net works to fit plans, and accomodate estimated movement pattern .

8- Assignment of predicted trips to alternative Coordinated transport net works/systems (TRAFFIC ASSIGNMENT)

9- Evaluation of efficiency and economic validity of alternative network system . (Economic & Social)

10- Select and implement (Best) .

Transport planning:

1-basic framwork:-

- *survey & analysis (spacifying land area- collecting information-data analysis and studying envirnment)*
- *putting the demand of transport and how can face it .*
- *put a relation between demand and needs of customers*

2-signing and putting the final plan:-

- *formation of future demand plan .*
- *suggestions to face demand in new places.*

3-Evaluation:

——————valuation of transport planning to know if:

- *the plan is suffecient to face the demand or not.*
- *the plan satisfying consumer needs or not.*
- *the plan has a high securing factor or not.*
- *ALSO their are full process for transport planning (10 processes in ather paper).*

* *there are some problems in transportation in 3d countries like:*

- *increasing in cars owners which means increasing in traffic capacity*
- *increasing in city area & decreasing in outside population.*
- *Rarness in financial resources*
- *their is no control on land use.*

Relation ship between Pl. and transport are

RECIPROCAL & DYNAMIC .

Transport & society interaction :(a) industry

EXAMPLES :

- 6 October .... 10th of Ramdan
- Amria .... etc .

Transport & society (b) services .

- Location dependent on access catchment area of population .

➔ Town centres at transport .

Nodes (River Bridges) .

Improvements in Accessibility often different

impacts .

These impacts imply on

➔ Social costs (cars) .

Physical Expression of socia-ecoomic Development

is land use .

Therfore, there is a reciprocal relationship land use

and transport .

Transport is one aspect of communications includes.

Transport & information flows .

Transport Decisions are political .

TRANSPORT PLANNING

- Complex interaction affects transport demand .

  Population size/strvcture .

- Infants (babies) .

  Childeren .

- Adultes cents .
- Young workers .
- Unemployed .
- Workers .
- Pensioner / retired .
- Disabled .

* Complex population strvcture can generate complex demand for movement plus Non-home based (Freight) locational factor .

DEMOGRAPHY / SOCIO - ECONOMIC FACTORS AND TRANSPORT

*** " Factors to be taken in consideration for transport planning " .**

1- Locations :

Home .
Work place .
Shopping .
Educational .
Other activities .

2- Nature of transport system available .

3- Demographic / socio - Economic .

Charcteristics of population .

1- Population size .

2- Age / sex disaggregation .

3- House hold size .
structure .
Formation rate .

4- Labour force : stracture .
Income .

5- Household Economic status .

SPATIAL CONSEQUENCES

Population and jobs :

- Shift to suburbs / rural areas .

Interacting decisions :

- Economic organizations .
- International economy .
- House holds .
- Maximize satisfaction .
- Government organizations .
- Political / aministative .
- Inner city land pressures .
- Disposable income increases .
- Interaction density / Modes.
- Car dependent suburbs .
- Travel increases with households .
- Faster than population .
- Increasing congestion .
- Decline in public transport .

LOCATION & DENSITY

- Personal mobility .

  (Walking is transport)

- Large towns / areas of high Housing density .
- Low car ownership .
- More facilities 10 mins walk of residence and also these area in Egypt of low density = where of owner occupied .
- Low density ⇨ more car use .
- Suburban housing ⇨ more car use .
- Employment changes : more services .
- Prefer sububs areas ⇨ more suburb car travel .
- ***Also :*** increased work force (especially formale) + increased real income .
- ⇨ More trips .

TRANSPORT & ECONOMY

- Local travel Generalized costs of travel time and money .

Resgional :

- No conclusive evidence as to whether transport investment does creat regional jobs, but politicicons / industrialists believe it important !

LAND USE & TRANSPORT PLAN

*** Land use & transport planing part of wider process details vary between countries : basic principles the same :**

1- Establish desined socio - economic change, purposeful action towords it .

2- Recognize inter - connection of strategic policy decisions .

3- Accept uncertainty inevitable in decisions about future .

4- Co-ordinate decisions and actions of different agencies .

OUT PUTS

- General plan for desired spatial distribution of population .
- Employment , shopping, recreation, social welfare facilities

* Plan for road & public transport construction and improvement for use as basis for decisions on future physical transport investment .

* Transport planning process central at regional and urbon strategy levels .

* Contribution less significant at detailed land development level .

fifth lecture

Land use & transport planning

- *Their is a direct relation between land use & transport planning, we can not use lands with out planning for transport process which is part of wide heraracy with basic principle, it differ from country to anather.*

THESE PRINCIPLE ARE:

1- THERE ARE A SOCIAL & ECONOMIc changes needed to done in same direction such as, changes in jops of pepole, changes in population in spicific place and so on.this cganges in order to do a good planning.

2- Knowing about internal communication for strategic and political decision.

3- Acceptance of un- ensurrance for future decision to coop with changes in every things.

4- Organize decisions & action which means coordinate between different sectors by planning process such as (transport ministry - planning ministry,.......) planning based on a work group between engineering, planner and economiest.

- *BY applying these principles in planning process, there are an important output like:*
- *general plan for real distributing of population, this plan include (employment, shopping, entertainments)*
- *planning the roads and building for general transport and these development consider as a basic for future investment decision.*
- *the procedures of transport planning is centralizied on strategic levels in rural area.*

3 RD WORLD TRASPORT PROBLEMS

1- Increased vehicle ownership :

Implies → rise in traffic .

Implies → Need for new infrastructure .

Implies → Additional traffic

In addition

2- Recession →(implies) initial problems :

- worsended by lack of resources to maintain & manage further urbanization .

3- Increase, in city size + low periphesl densities densities :

Implies → attempts to speed up traffic .

Implies → increased transport fuel costs .

4- Poor / No land use control :

Implies → uplanned development .

Implies → localised traffic congestion .

ECONOMIC INFLUENCES

In situation of :

- Rising per capital income .
- Increased motorisation .
- Increased full consumption,
- Increased pollution,
- More road accidents,
- enviromental disruption .

Lower Incomes :

- Larger proportions of non motorised, increased pressure of public transport .
- Greater chance of reduction in motorisation costs .

Wider issues :

- Conflict with motorised modes, how best to deliver basic urban services .

TWO FUNCTIONS

- To serve settlement as such to support city's function as national / regional transport .
- *Conflicts :* Productivity of urban economy catering for under priviledged (need cheap transport) .

* **Attitudes very slow to change ultimate aim !**

change objectives :

1- Mobilize new resources .

2- Incorporate roles and informal / traditional sectors .

3- Measure / monitor costs / benfits agonist cost recovery . And needs of all income groups .

Borg Al Arab City

Borg Al Arab city was established in the north west of Alexandria city. The distance between the city and the desert road is not more than ٢٠ km, which make the communication between the city and the society of Cairo and Alexandria easier. These factors made the city attractive for people both to work and to live there.

This city has the following advantages:-

١) The geographical location of the city made it the center of three different environments, the first one was the desert one like Mareuot and Noubaria which were planet and making a big increases in agriculture production, the second is the mideterenien which represent the future of tourism which compose more than ٤٠% of the general income of Egypt, the third is the west delta (river Nile) which have enough of employment and agriculture resources.

٢) The very small distance between the city and Alexandria gives her a major advantage in being the extension of Alexandria industrial city.

٣) The availability of water resources in the city like rains, Bahig river, etc

٤) Make it an agriculture city

٥) The very small distance between the city and high population percentage

٦) The very easy communication between the city and all Egypt by five ways:

a) Alexandria / Matrouh road
b) El America / El Hamam road
c} Alexandria / Cairo road
d) Alexandria / Matrouh railway
e) El Deikheila port and international airport of Alexandria

Multimodel transport operation planning

١) *Planning in different levels*

١) Transport planning is very difficult job, planning consists of three different levels are: -
-Analyses project
-Transport planning sector programming
-Transport planning in related to economical & social growth

٢) It is very important to take in consideration all planning levels equally, and that for the next reasons, planning sector play an important role in all other economical sectors in all countries, and it is not a previous condition for any commerce, but it influence most industrial kinds

٣) Analyses project is very important because it is considered to be the basic for putting transport planning in function, in opposite of the macro economic planning it is related direct relation with investment decision and we can putted in function in technology level

٤) Planning transport sector programmed relates between analyze project & transport planning in related to economical and social growth. Program planning means that it cannot be possible to plane or doing any project itself but they most be a very big integration between other plan in the economical planning sector.

٥) There must be planning decision on the three levels when container planning and door to door concept are taking in consideration, we must study these decision on planning sector level. Planning in this level is very important because multimode transport operation needs integration planning.

٦) Distribution modes planning in multimode transport depends up on distribution modes in different countries which depends up on geography &demography conditions and transport policy in each country.

٧) In programmed planning sector determine the needs of investment, which apply container transport, is very important, we can divide investment into three main kinds: -

- Investment for increasing productivity; like for example invest in a new road or more equipment
- Replacement investment;
- Modernization investment

Container transport from door to door-in developing country related with kinds A & C

٨) In analyses project level, it must be in consideration that planning needs all kinds of transport and must related together for container planning. Planning problems which appears are related to the information basic, transport movement expecting, and general problems in project

٩) Usually container planning missed information basic in most of developing countries but information of road, railway, narrow water and all equipments are available.

١٠) It is important when we plan to transport with containers that the review contains so that we put in consideration that containers should be transported on main roads, followed and stored.

١١) This way we can prospect the future needs of investment either for transport in general or transport by containers. For this prescription we have to translate the ways of production, export and import to transportation needs.

٣) *Planning the international transport:*

١٢) Most of the big containers ships can only park in certain ports and several developing countries will not have this services, here throw we can imagine the importans of the transportation by road, by train or by rivers. This goes to for countries not on the cost.

١٣) There is already some of this transportation ways in the developing countries. For example there is ٤ meager road transportation projects:

- The main roads through Asia that connects all countries between Iran and Vietnam.
- The main roads connecting all American states this roads contains ٨ long roads and ٢ round roads connecting all countries of the area and also connecting the Pacific Ocean with the Atlantic Ocean.
- The main road connecting the African countries and including ٥ major projects.
- The main roads the west Asia.

١٤) Considering the transportation by train it is very much limited, so that we have only one major projects connecting Singapore with Turkey. Although there is some projects in Latin America and in Africa, but this are not as big as supposed to be.

١٥) We face the same limitation in rivers transport, and this kind is not well used. So it doesn't play any important item in the world economy.

١٦) It is very important to have world-vied strategy that improves the overland transportation, because it can never depend only on the local planning. Missing this world vied strategy leads always to problems and disorder especially on borders.

١٧) In case of transport by road which is more common and used by daily basis, it should be improved and reach the international image. These international roads should depend on very good plans.

١٨) And before building international train ways, we have to face more complicated planning. This is because most of the train ways were built depending on local planning in most of the developing countries, so it does not fit with the international image. For example the international train ways in West Africa cannot be completed because of difference in maigerment between Ghana and other African countries, and we face the same problem in Latin America.

١٩) Under these conditions it is very difficult to join the local train ways and even if this is possible we still have to face the difference between majerment in the developing countries.

٢٠) So we reach the conclusion that planning should be done through an international organization that is concerned with the transportation field. It is also obvious that due to financial reasons such an option is difficult to be reached unless in long time terms. In the mean time local governments should follow strict majoring basics, so that we can solve the problem with less difficulties in the future.

Strategic planning

Introduction

There are a lot of difficulties facing all the transportation institutions and it's all departments, and the old traditions ways are not the best solution for this problem, it ignore a lot of modern criteria for development and continuity.

The success of any organization depends on its ability for mixing the production factors & creating value added.

Strategy is a plan or direction or way for achieving a certain goal, or it is a general overview. A strategy refers to the general important outline and a tactics refers to the details.

Why planning

All the organization has certain goals for the planning operation. It is not for creating strategies but programming their current strategy and transferring it into implementation.

The strategies programming goes into the following sequences: -

i) Classification: in this stage, the strategy is transferred into procedures for implementation (is giving it a shape & classification in a logical order.
ii) Construction: here we analyze the strategy & build it in a pyramid shape.
iii) Programming: in this stage the pyramid shape is transferred into routine with the assumption of fixed environment and circumstances. Also the programming must be done very slowly because the acceleration could lead to a failure.

Procedures of the strategic planning

To understand these procedures, we'll have an example in our transportation field that is ports. A good planning in maritime ports in all its levels and in the same country aims at the integration of these ports (in case there are more than one port in the same country). The reason behind that is saving all the available resources& their abilities to serve the international trade through imports, exports & transit trade.

Through the integration of these ports, each port is working to get a competitive advantage over the other ports in the country. But all ports in one country are working to have a competitive advantage over all ports in general & the realest port in particular.

Strategic planning has six stages must be followed:

Determination of the goals: It means determining a quantitative goal it is easy to measure it, control it, order it & farcify it.

ب. *The external review*: In this stage, the information is collected about the external environment economical, social or technological information.

ت. *The internal review*: It means determining the strengths & weakness points inside the sector through the quality sample. This is to describe the ability of the human financial and technical sectors.

ث. *Evaluating the strategy:* In this stage, return from the investment is evaluated, the risks are analyzed and also the senility which all depend on the financial analysis only.

ج. *Scheduling activities*: Pulling the programs in order according to the time available.

ح. *Implementation:* The pyramid orders for different activities are implemented, where we put on the head of the pyramid, the ٥ years plans. After that, plans for ٢ to ٣ years. Finally, ٢ yearly plans. At the end, we are putting goals, budgets and programs in a matrix shape explaining the re-implementation plan & we call it the master plan.

Types of strategic planning

i) Traditional planning: it means putting a goal by explaining its strategic goals, which leads to budgets.
ii) Digital planning: it consist of numerical outputs and they are not ideas but they are goals & budgets and they are not strategies in the language of numbers
iii) Planning by budget: it aims at controlling & governing the expenses especially determination the financial results of the projects

Functions of strategic planning

Strategic planning achieves ٢ main aspects:

١) It controls criteria through termination of the performance indicators & adjusts it according to the exiting strategy

٢) A communication way for the organization through which each person in the organization will know his role inside it in all the implementation procedures.

Strategic Alternatives: -

The strategic alternatives includes the restructure of the creation operation; this done through three criteria:
A) Searching for new opportunities.
B) Choosing strategic alternatives.
C) Changing the way by:
Putting the strategic goal.
Redistribution of the resources.
Redistributing of the efforts.
Redistribution of the value.
Co-ordination the roles.

Determining the strategic goals: -

The strategic goals consider being the basics for plans. Since the goals describe the nature of what must be achieved while the strategy describes the way to achieve these goals; the goals must fulfill the following:

- It must be accurately determined.
- It can be measured.
- Joined to a limited time.
- It must concentrate on behivoure of targeted markets.

The application of the strategy: -

It is very difficult task; and need integration and coordination of all possible responsible centers in the organization. It is done through three main steps:

- The strategic Preparations.
- The strategic evaluation.
- The strategic control.

There are a lot of samples used for the application of strategy; but the most effective and popular one is the SWOT analysis and it stands for the following:

- S = strength
- W = weakness
- O = alternatives
- T = threatens

So the organization analysis the S, w, and O and try to find the T to eliminate it.

International Policy of United Nation

- International organization usually establish policy which are applied by national states, these organization affiliated to united nations (U.N) which organizes conferences and recommendation, these conferences are attended by members of U.N.

- The U.N is considered an international service institute and its main role is to issue a multilateral polices, these international polices are given to the members to be applied according to their own domestic roles and eventually to the specialized institute inside the state to be applied afterwards.

- There is no doubt that these international polices have a great impact on the governments and institutions affiliated to them. The U.N system consist of permanent secretary which has no political role and does not service a specific country or group, but its main role is to facilitate matters, next to them are the members who comes from all over the world. The number states increases frequently, for example in 1968-1969 the no, of states affiliated to the U.N was 8 only and each week a new state emerges. The U.N accepts any state with an international recognition and has a governments and therefore the permanent member represents the U.N them comes the different institutions affiliated tot he U.N and our interest is this institution is the maritime policy and international maritime transport.

- When we deal with general policy of the permanent members, the agreements are directed to these institutions and each apply its own part on the international basis. What is important to us in this study that has to do with international polices is the policy of block governments because the laws and international roles concerned with transport and specially maritime transport must be executed formed, and agreed upon the international basis in

the current century. Economic Blocks, heading towards globalization & GAH, transport in such environment will be world and therefore organize roles and law must be international so that all states must abide to them.

- Inside different institute affiliated to U.N there are state union which form groups because all the states affiliated to U.N are members in these institution.

- As for the 3d world countries, they face a problems of having a large no, of institutes affiliated to the U.N. ex., (Transport – Tranning .... Etc) it is difficult for these countries to send an independent experts to all these institutes that's why groups are formed and inside the U.N. they are stated as follow:

1. Group 77, They represent the 3rd world countries and they are called so because when these group are formed they were 77 members, according to the cast statistic in 1993 they become 129.

2. Group B: They represent developed market economy (DME) country.

3. Group D: Represent Socialist Countries (SOC)

- The main purpose behind the group system is to facilitate meeting and each group formed speratly but they take a unified decision concerning a certain policy and one of them is chossen to speak in their names and is called in the U.N. "Speaken man" to express the group opinion on a group of countries and when a decision reached between all groups.

- The U.N. avoids considering the vote of each country speartly but of each group as we previously stated after reaching a certain decision of a certain policy. Its directed to agencies ex IMO. So that all the organization establish a specific objective to reach general one.

- In implementing its objectives, the institutes used the paper distributed by U.N. secretary to which highlight applying the political decision methods, accordingly. These institute its objective and opinions to reach a goal of its political decision and the financial and economic impact on the state.

A copy is dispatched to the whole world governments which study and comment on this paper.

Other wise a decision is taken for a meeting for a difference agencies and U.N. secretarite a guide in such meeting.

The members contributing in these policy have a representative and usually have formal representative of the state. He could be accompid by an experts and this could not be considered a formal representative of the state but his role to be a counceller to a formal representative.

Finally, we should mention the non governmental organization (NGO) who are not considered a part of U.N. but have a great influence in reaching the international political decision.

Also "The intertanko" where a great number of oil companies gain profits more than those of a countries preducing oil.

Anther example is: the international champer of shipping "ICS".

The International policy stages

Stage 1- The propertory stage:

1. usually this proposal is introduced by the number state in the U.N. or any attar governmental institute. This proposal requests regulations for a certain issue and demand the meeting. Subsequently the formal representative of the member states form the meeting.

Stage 2 – A Diplomatic conference:

This conference in formed on the plenipotentionies level where they gathrer and offer proposals to solve the problem. The nongovernmnetal agencies could attend the confronce. The scartariate organize this diplomatic confrence and during the confronce, comnities are formed with the state groups to discuss a number of points concerning the problem each comnity is responsible for a certain part of the problem and try to find a soulution for it.

It's worth mentianing that the parties attinding the conforce should be experts in solving the problems that meas i.e if the issue discussed has to deal with the maritime transort, they should be exports in this filed .

People who are in charge of this problem can be invited and play a role in the discussions – it is considered solving the problem and tring to decrease the objections – the represevtatives of each states attend baring in mind the policy of their own state, which contraducts with the policies of the ather states.

As we mention before, the parties who attend the confrence are either government delegates or parties concerned with the problem. (the transport sector), usually they are from a ministry of forgin offair.

❖ The duoration of the confrence is limited (only 5 days) and thefore should be well prepard in the preporaty stage. The diplomatic confrence is known for the negotiations between all the parties inside one state (Public and private ssector) or between one state and the ather and thies could be

informal meetings between representatives of states to discuss the different point of use to eventualy reach an agreement.

Stage 3: Adapotation by the confernce with provision.

- At the end of the confrence, the states reach an agreement and they are granted the right to sign this agreement after a limited time after the ratification and signature, the convention is Excuted by force after the ratification and signature of a numbers of states. This stage may take a long time because of translation as the agreement is translated to number of language.

Stage 4: the ratefication of the conveution by the government.

After the signuture and the complsury excution the agrrment. Its turn to the government where its approved and raitified. Some governments make alteration on the agrrment before the ratification, this stage is called the amendment. This statge could take a long time as they have to be granted the approval the anther state to these amendents.

In case one of the governments doesn't respond to the amendents, this means its approval.

- These stages take a long time. Ex, the liner code of conduct which consumed 10 years and the properatory stage could take a long time too.

Processes of negotiation

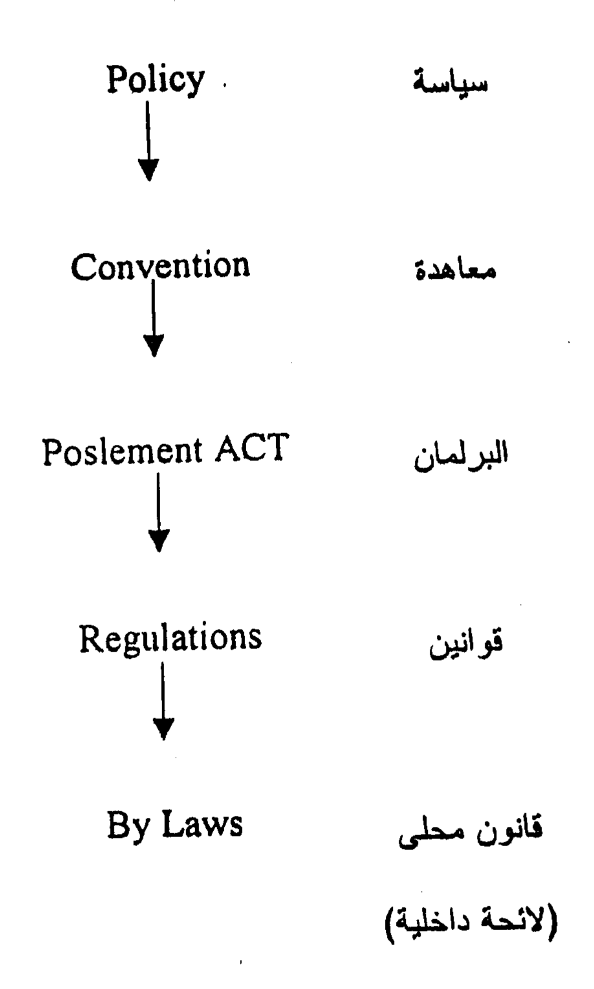
- there are usully in nagotations, discussions and agrements and these are condiderd one of formal stages in isueing Conventions and regulations. They aresupervised and studed on both the demistic and international level.
- A new regulation on agreement is first discussed in the minstry of the government and not in the U.N when there is aproposal it is to be discussed with the governmental insititues. During the discussions, there are an agreemerts and disagreements, until they are passed to the int'l level. When the proposol is turned into a new policy on the int. level, there is always a difficulty becouse each state forms apoint of view based an its political and social status of this policy or proposal. They are differt Idiolgies, and groups could collide in the U.N.
- The 77 group with the europian group.
- When they meet in negotitions a space of presure takes place and reach what is called minorimage .

This means that the parties negotiating see each ather in the oppiste direction like a mirror and each party consider it self the right one. This would cause a problem becouse the negotiators are oppssesed by the idea of the mirror image like of Amircan and Soviatte.

- A good negotaitior tries always to get rid of the mirror image. He tris to comprehent the ather opionions and accept their point of view, this is also used in the duyines negotations. As the powerful negotactor you should have a persuding power for your idea the different types of power that could make you win a negotiation when you represent your country and try to protect its interest and leaitimecy are as follows:

1. The knowlage power: When we start your negotation the ather's feel your comprehention of the discussion. Thus you should possoss the knowledge and infoimation, and therfore has a good foundation to present your poit of view. You should be a weel trained and educated belose intering negotation.
2. The legitamacy power: you should present your proposal and solutim and also a life examples to get a legitimacy power. '
3. Power of good relations: A good negotiator tries to have a good relationship with ather side and tries to know their intvests and their point of view without mirror image, these discunions through what is called shoudow of the future this is means that during your discussions you should put in your miud that it's not the last time you see ather side but you will search ather in the future.
4. BATNA power : it means best alternative to nagotating agreement it helps the negotaotor to press on the ather side to reach best alternative instead to disagreement for your idea.
5. Commitment power: it means that you are responsible and obligeded for what you say and your negotiator feel that you can do a lot of things in case of agreement to win negotations round.
6. Elgent solution: you should pressent a draft of documents or a draft of your proposal documented and signed. Inorder to obtain the best solutions.

UNCTAD


Policy
سياسة
Convention
معاهدة
Poslement ACT
البرلمان
Regulations
قوانين
By Laws
قانون محلى
(لائحة داخلية)

Policy

Why do we need a transportation policy?

- Transportation permeates every aspect of community and touches the life of every members.
- Transportation is fundamental to national defense.
- Transportation is fundamental to the economic activity of a country.
- The purpose of transportation policy is to provide direction for determining the amount of national resousces and quality of servive.
- Transportation policy provides the framework for allocation of resources to the transpartation modes.
- The government has been a major factor in the development of transportation facilities-highways, waterways, ports and airports, it also has assumed the responsibility to :

- ensure the safety of travelers.
- Protect the public from the abuse of monopoly power.
- Promte fair competition
- Develop vital transpart servies.
- Balance envirmental and social requirements in tranpoitation.
- Plan and make decisions.

Who establishes policy?

National transportation policy are developed at various levels of govenement by many different agencies. The specilics of a particular policy may reflect the pessuasion of a group of individuals (ex, A consumer group) or of a single individual (ex, An elected official).

- An International organization like:
- Imo
- Classification society

Future policy

Introduction:

- Transport is important in every one's life.
- Transport is a major industry in providing employment for millions of people throughout the world.
- Transport policy is influenced by broader movements in overall political attitude and economic and social polices.
- Any future transport poticy is not isolated from the present, not, indeed, from the past but represents an extension of it.

The evolution of transport policy :

- the evolution of transport policy has been marked by periods of continuity and change.
- The evolution of transport policy suffers a similar fate.

POLICY

Why do we need Policy ?

A good starting point for examining the nature of our national transportation policy is the consideration of our need for such a policy . The answer to the question of need his in the significance of transportation to the very life of the country . Transportation permeates every aspect of a community and touches the life of every member the transportation system lies together the various communities of a country , making possible the movement of people goods ,and services , the physical connection that transportation gives to spatially separated communition permits a sense of unity to exist .

In addition , transportation is Fundamental to the economic activity of a country , transportation Furthers economic activity - the exchange of goods that are mass- Produced in one location to locations deficient in these goods. The carry over benefits of economic activity - Jobs, improved goods and services , and so on- would not be reaped by a country's citizen without a good transportation system .

The purpose of transportation policy is to provide direction for determining the amount of national resources that will be dedicated to transportation and for determining the quality services that is essential for economic activity and national defers national Policy provides the Framework for the allocation of resources to the transportation modes and the government has been a major Factors in the development of transportation Facilities - high ways waterways, parts, and airports. it also has assumed the responsibility to :

- Ensure the safety of travelers .
- Protect the Public from the abuse of monopoly power .
- promote fair competition .
- develop or continue vital transport services .
- balance environmental , every , and Social requirements in transportation .

- plan and make decisions .

Policy goals :

The stated goal of the national transportation policy is to provide a system of transportation that meets the needs of commerce

Who Establishes policy ?

National transportation policy are developed at various levels of government and by many different agencies the specific of a particular policy may reflect the persuasion of a group of individuals (ex,A consener group) of a sungle individuals (ex, Anelected official) the purpose of thise is to examine the basic institutional Framework that aisle in the development if national transportation policy .

Future Transportation Policy :

Transport is important in everyone's life , it provides the opportunity of enjoying a wide range of recreational and leisure activities as well as opening up a large number of employment options. For productive enterprises it provides The means of bringing together the various inputs required by modern industry and to distribute their outputs to their customers .It is also important in other senses , however , not directly related to people's movements or the transportation of goods. Transport is visible noisy and dangerous it takes up huge quantities of resources which must be diverted from elsewhere and it requires the existence of a large bureaucracy and administration to ensure its efficient running. Transport, also of course, is a major industry in itself providing employment for millions of people through the world .

Transport Policy is itself influenced by broader movements in overall political attitudes and economic and social political so, the Future is not isolated from the Present , nor , indeed , from the past , but represents an extension of it , this must by the case , as much for physical reasons as for any reasons of arguments or of the automatic continuity of ideas .

The evolution of transport policy has been marked by periods of continuity and change whilst there is some measure of agreement about the periods when transport policy remained reasonably constant , there is major dis agreement about when changes took place and - much more importantly - why . For example , we know that the automobile is a relatively new phenomenon .Even seventy years ago , it was something of a novelty , and identified usually with a particular , amall and affluent group. Today , the automobile is ubiquitous and its worth sweeps inecorably upwards , transcending barriers of income and social class k even though to run one is , next to housing costs , the single most significant part of anyone's disposable income . But when did this change take place ? Did it occur very slowly or did car ownership and use undergo some structural shifts , with ratchet-like effects? the basic answer is that we do not know , or rather the whole picture is so complex that a simple cause -effect type of analysis , where we try and isolate one or two key factors , leads us nowhere .

Does this mean than that an analysis of the evolution of transport policy suffers a similar fate ? In part , the answer is Yes. There is certainly little agreement among economic historians . For many transport policy is usually seen as a product of changes taking place in the economy . many of their arguments are "develop -mental " - that is raped innovation in transport is equated with rapid economic development , so transport policy develops out of changes which have already taken place in the wider economy .In this sense , transport policy, as is public in general , is seen as inherently reactive .

Transport policies in the 21th century

The second part of the 21th century has been seen a unique glowing in the populations world wide , and the majority of this glowing is in developing countries , where by the percentage of modern population on increasing with increase of the porness and unemployment , and enviroment problems .

- Au these developments have been followed the convertions of the international economy , E – revelution which have made a deep changes in the international trade world wide .
- The transport sector has a part of this change , so , if we re-checked up the past 40 or 50 years ago , we can recognize the important changes in technology development in transport modes which have decreased the shipping lines for passengers and replace it with the Airjets , and cargo ships are giving away to container ships and then , the large capacities of transport models have took place in this new changes , e.g. Railways , buss , international roads .... e.t.c.

* The main characteristics of the new country :

1- Growth of road & population :

- The growth of population is increasing by 98% approximately after the annual growth of populations in the developing countries , its expected to reach 1/3 of world population in this countries by year 2050, which the density of population in the km2 400 person .
- The percentage appears in south east of Asia and part in Africa , the food problem appears instead of food production increasing and decreasing of prices , the 1/5 of world population are suffering from the scarasty of food , production malatrition , but still the problem is not in food but in food distribution , which are developed of technology in Agricultural sector in 60's & 70's have made the food production in high level of the population demand and need but food distrbution is depending on the saleries and availability of transportation .
-The transportation is one of the main elements of problems that the food is available but there is no availability for transport it to markets , 15 % of production for developing countries are facing lost between the fields , of production & concuming that resulting from the bad roads & wearhousing & marketing .

2- Converting to modern areas :

The increase of population growth have falled by decreasing of population in population distribution between country side and modern areas , 55% of world population still living in country side but by 20% or 30% is the percentage of modern population may not be doubled the country side population , so the orietation to modern area are more fastly in developing countries which will be reduced by 7% in 2015.
- The growth in modern countries will lead to many problems for the internal departments , which made an over land demands on sevices , especially , in the transport modes & means , the people have an opportunities to contribute in the internal economy on knowledges , now internal doors is providing goods & services , as a supplier or consumers; all that is a result of free trade policies world wide , but the bre-cities will not complite in internal economy , because its small contribution in trade m that could be , if the transport network not ready and will be prepared .

3- The globalization :

The developing of the international trade during the second part of this century has been increasing sixteen times by 1950 till 1967, comparing with three times of the total national production , (Moroco 1959) .
No doubt that the international trade agreement has made new directions in the international sector from the new concept of commercial & economical exchanging between countries ,.
It's exepected from this convention to discuss 95% from the international trade issues which offering a proper change to a cheive more usage of the available commercial resourses .
- Arab countries have grown and interacted with this new direction changes , e.g. GATT international conventions , which made a difficult competition between all the developed countries & developing countries which the Arab countries & developing countries which the Arab countries byond it , after removing all the customs limits and quates , this will effect on all the industrial production , so, all the developing countries have to produce theirselves , and take a position in this new system which need a hard efforts and negotiation between them and the developed countries .

* The situation of arabic transport :

The cost of transport is mostly high in Arabic countries , & the transportations means are ancient & exhausted , and it hadn't be developed according to international development of transportation means , as : trains , lorries & river transport , ports , that need big amounts of many to be developed .

No doubt that enhancement of transportation sector in arabic countries became one of original conditions to develop the arabic trade , that needs the combatibility of transportation sector to economical sectors requirements , through the aim limitations of national transportation policies & by increasing the effeciency in most transportations fields to acheive the required targets using the least possible cost .

Most of the developed countries recognized the importance of transportation fields , & it used to enhance its effeciency , due to its effect in achieving benefits , by pushing the economical growth wheel & to increase transport & export between the countries , specially in current stage that faces decreasing in trade benefits & lebration for international trade with the begin of international trade organization works & with goat agreement condition application .

Although the large interest of transport sector in arabic countries , & arabic transport . Minister Counsil decisions to complete the arabic transportationn nets & let their subjects have the priority in council meatings , in the other hand the sector still suffering from many barriers , which are :

1) Arabic Maritime Transport Sector :

The Maritime Transport Sector described in many countries , specially in non- petrilium countries , that it did not develop by the same of international development , & it still applies the definition that was spreaded in seventies.

2) The Arabic Ports :

At most the arabic port had not be developed by the expected development in most arabic countries ., exept the arabic gulf countries , & the main

difficulty that faced is the required investments to develop the ports in infra & ultra structure & in port management development .

3) Multi - Model Transport :

The main reson to join the arabian countries is to establish integrated modern net for multi model transport , & we can notice that the most arabian countries , (especially the non – petrilium) countries , did not join the multi model transport centure , that the internal mainly structure is unimproved , in addition to information system & transportation management .

4) The Road Transportation :

The " Road nets " still suffers of decrease in joints & conjestions arround the big cities ,& the existance of low – level countries .
* Deficient for Road nets maintenance .
* The difficulties of drivers visa system .
* The barriers in visa system cordrivers .
* No standedization laws & weight .
* Systems of customers progress & steps .

(a) Railways :

The Arab countries which have railway systems are suffering from the infra – structure , e.g. " bad network structure " , policies regulations and the used old units .

(b) Air Transport :The weekness of air transport in arab countries , appears through the international line which have defects in its mangement , if we compared the air transport in other developed countries , we can touch the weakness e.g. (in the developed countries , they have their own policies) and advanced concepts which can protect & keep their performance high ; The cost is one of the elements of the compatitive compability , but the arab countries are not ready for the competition and they are not take in their concideration ; e.g: (cost, time, JIT , & quick response) in their performace , then they need new policies , plans , enhancement in all over the transport sectors , and to do all the previous objects , we have to

1) Integration of the transport mode system from origin till consumption without barries .
2) Reduce the total cost of transport and avoiding the page 8 losses as it can .
3) Rehapilitate the quality & the transport speed by using the multimodel transport.

Transport and Tourism

- This chapter examines the management of tourism, in which transport itself is comsidered as part of a wider system which takes people away from their normal surroundings- for leisure, busines, sociol and other purposes.
- Furthermore , in view of the concerns of many host communities, and some of the touristes themselves, operators need to be aware of the social and environmental implications of tourism development .

- Tourist Management:-

Tourism has been defined as the temporary short - term- movement of people to destinations outside where they normally live and work, and activities during their stay at these destinations , it includs movement for all purposes , as well as day visitors and excursions.

This defínetion embraces inteinational tourism and domestic tourism. It includes visits with or without an overnight stay; and by in dependent travellers as well as organized groups.

The definition covers trips made for a variety of purposes:-

(a) Leisure travel, including day trips, holidays and visits to freinds and relatives.

(b) Business related travel, including conferences, trade fairs, and conventions.

(c)Other cotegories of travel, including study tours, convalescence, and pilgrimages.

- The Product consumed by the tourist generally involves three main elements which can be supplied separately ,or combined. The major components of tourism are:-

(a) Transport :-

Travel by aircraft, ship train , coach, car often a combination of modes.

(b) accomadation :-

Overnight stay with or wilhout catering .

(c) Attractions:-

matural or built features of the destination .

These may be supported by a range of services provided other businesses and organizations pubbic sector , private sector, voluntary organizations.

Features of tourism and role of transport:-

Tourism is unusual in that the consumer must be taken to the product rather than the other way around .

In vocotional travel in particular , prospective tourists may have little clear idea of what the travel experience will be like until they depart and little knowledge of the destination until arrive .

The tourism product generally includes a host of intangible elements such as a sense of fun, sociobility , excitement, style and so on, which contribute greatly to the customer's enjoyment of the holiday .

Another feature is that the tourism industry in most countries is highly fragmented . The different elements of the product are supplied by a range of different businesses and organizations who play a complementary role yet generally take decisions quite indepently .

Without adequate planing one sector of the tourist industry many be unable to keep pace without another , perhaps leading to dissatisfaction with the product as a whole.

Despite this general fragmentation, however, a process of integration has been a notable feature in recent years . This includes vertical integration, for example tour operators acquring airlines, travel agencies and so on.

It also includes horizontal integration where mergers and - take-overs occur within one sector, for example tour operators acquiring other tour operators in order to increase their market share and reduce competition . From the customer's point of view this process may Bring some benefits from better co- ordination and quality control . Economies of scale may reduce price. On the other hand it may lead to bland standardization and a reduction in consumer choice.

Transport connot be storred. this characteristic can also apply to other elements of the tourism product . From the operator's point of view, unsold seats on an aircroft , train or coack are wasted as soon as the vehicle departs. Suppliers of tourissm products must therefore take into account the pattern of demand, Which will typilcally show strong peaks and troughs overtimes (seasonal , weekly or daily cycles).

Since the product connot be stored, capacity must be geared up to the peak, yet overheads must be covered during the slack period off-season.

These regular cycles of demand are generally fairly predictable. Other upswings and downtuns are more difficult to anticipate.

Motivation to visit a particular destination may be influenced by a wide range of foctors from fovourable exchange rates to fashion .

The auccess of transport operators who carry tourists thus depends not only on the other elements or sectors of the tourissm industry , but also upon a pattern of consumer demand which is often irregular and unstable over time .

In general , transport operators perform a functional role in the overall transport product : modern transport is not normally a part of the motivation or attraction of a destination visit ..... a functional element

which is essential to the existence and growth of tourism but not of itself, a sufficient reason to travel.

There is a danger, them that tourist tronsport becomes simply a means to an end , wilh an overall enphasis an cost reduction , perhaps at the expense of sevice quality . Nevertheless , some tourism providers have adopted a different strategy . An alternative approach recognizes that from the customer's point of view, the transport may be part of the whole experience and enjoyment of a trip, rather than something to be endured .

Mobility and world food supplies

The world depends for its food on a global transportation network that supplies the farmer with seed and fertilizers gets the craps to market and bridges the intercontinental gal between areas of food surplus and deficit.

The network consists of three different subsystems :-

- The intercontinental connections.
- The dense web of transport facilities serving the agricultural sector of high – income countries.
- The quite inadequate facilities that retard the modernization of agriculture in the developing countries where the numbers of people to be fed constitute more then half the worlds population.

The world outlook

- The overall picture indicates that much of the w rld's exported foods go to affluent countries with trade balances that con pay the bill, and that such countries will continue to be heavily reliant on the United States and other nations with agricultural surpluses.

- The importance of the intercontinental transportation system to world food supplies stems from the wide dispersal of agricultural production over the earth's surface, reflecting differences in climate, soil, topography, and development. These conditions are being compensated by a network of ocean transportation that links producers in the U.S.A., Canada and other productive agricultural areas with the increasing numbers of people who live in food – deficit countries.

- Problems in food supply are reflected in the uneven distribution of arable land in relation to population. There

is also considerable food traffic in specialized items or products grown in relatively few areas of the world. Thus while the united states was well supplied with food, the port of New York and New Jersey in 1980 handled nearly 4 million tons of food imports to balance out the U.S. diet.

Mobility and third world Agriculture

- In the developing areas of the world, poor or nonexistent roads and dependence on animal transport and headloading have left vast areas engaged in primitive methods of cultivation entirely outside the market economy.

- Lack of transportation remains a primary reason for low productivity, lack of trade and meager incomes.

- The reasons for the low productivity of agriculture in backward areas are said to be the absence of sufficient tube wells for irrigation, the short supply of fertilizer and other inputs, and the lack of credit facilities. But there is good evidence that lack of mobility is contributing to these conditions. It is extremely difficult to market produce or to obtain needed inputs where farms are for removed from and all- weather road or from any road at all. Isolated formers cannot drill tube wells without the accessibility required to transport the drilling equipment to the site.

- Without transport at reasonable cost, it is not possible to obtain delivery or meet the cost of seed, pesticides, fuel and other inputs that modern agriculture requires.

Transportation and Rural Development: -

- The fortunes of farming depend on a wide variety of conditions that are necessary to improve rural living conditions and income levels.

Farm incomes are derived not simply from cultivating the fields but from the availability of schools, clinics potable water, electric power, shops stocked will consumer goods, and jobs in local industry.

All of these facilities and services are dependent on reliable transportation.

The variety of measures called for to increase the economic viability of the rural community is now recognized by international agencies which combine projects in multipurpose efforts to improve the total rural environment.

A Summery view

Global interconnections are making it possible to bridge the gap between the world's increasing number of food – deficit countries and a limited number of nations that are producing a surplus.

Great quantities of grain, in particular, move over the life lines on which a growing number of food deficit countries now depend.

But as world population continues to increase and as giant cities demand additional sustenance, there are growing uncertainties about the long – term viability of present methods of supply. Many countries short of foreign exchange need to reduce their dependence on outside sources of food, and conditions favorable to local farming need to be exploited to help feed growing numbers of people and to help raise rural incomes.

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